

FOREWORD BY

**KATHLEEN B. DAVIS,
DIRECTOR,
HIGHWAYS &
LOCAL
PROGRAMS (H&LP)
DIVISION**

WSDOT News

As we enter the home stretch, we are anxiously awaiting the outcome of the November vote on Referendum 51. For WSDOT, we continue to strategically align ourselves to deliver our current law budget on time and on budget as we plan for an uncertain future. These are challenging and hectic times for all of us. Your support and partnership are critical to our success!

In an effort to more effectively meet your needs, I have made a few changes to the H&LP organization since my permanent appointment as Director. The H&LP office formerly known as Planning, Advocacy and Initiatives has been re-titled and re-focused on Community Economic Partnerships with both a Rural Partnerships branch and an Urban Partnerships branch.

If you haven't seen the WSDOT web pages lately, I believe you will be pleasantly surprised. Since Secretary MacDonald arrived, the Department has accepted the challenge of creating a common look and feel to the vast number of web pages maintained by each WSDOT organization. Stop by and visit the WSDOT site at <http://www.wsdot.wa.gov/> and click on "business" to find the link to H&LP.

Speaking of stopping by, very soon you will find H&LP located in one wing of the WSDOT HQ building. My dream of having all my staff on one floor is finally coming true as soon as the Technology Transfer Center and Rural Community Partnerships move to 2C. Of course, this move was not without some loss when our funding partner, the Transportation Improvement Board moved out of the WSDOT building to another building nearby. TIB's new address is 505 Union Avenue SE, Suite 350, Olympia. Since I am also a member of the TIB, we will continue to work together to represent your interests.

Budget News

As this document goes to press, the WSDOT 03-05 Transportation Budget has just been delivered to the Governor's Office of Financial Management for review, revision and transmittal to the 2003 Legislature. Creating the budget this year was somewhat anticlimactic since the 2002 Legislature included line item

appropriations for each of the projects to be funded by the referendum vote of the people in November. As for the H&LP state funded grant programs included in the budget, we have just completed a very successful "call for projects" for the Main Street Pavement Program and the School Safety Enhancement Program. Scoring of the projects is presently underway but selection of the projects will, of course, be deferred until the outcome of the November referendum regarding statewide transportation revenues is known.

Legislative News

Congress is in the midst of its fall work session and will continue to hold hearings on TEA-21 reauthorization issues. Because of a number of contentious and time-consuming issues and the impending election, Congressional hearings are more fluid than ever. If Congress adjourns as scheduled, staff may begin drafting TEA-21 reauthorization legislation late this year.

USDOT is working on finalizing its TEA-21 proposals and hopes to submit the proposals to OMB late this year to begin the Administration approval process.

WSDOT continues to monitor Congressional hearings and the legislative drafting process, and trade association policy development as we look for opportunities to advocate TEA-21 reauthorization policies adopted by the Governor's TEA-21 coordinating committee.

As trade associations continue to develop their policy recommendations for TEA-21 there appears to be a growing consensus the next reauthorization will not be as revolutionary as ISTEA or TEA-21. The preoccupation is how to grow and fine-tune the program. A gas tax increase seems increasingly unlikely, so funding conversations are focusing on indexing the gas tax, transferring all of the gasohol tax into the Highway Trust Fund, transferring an amount equal to the gasohol tax differential into the Highway Trust Fund, allowing the Trust Fund to collect interest like it used to, etc.

Our trade association, AASHTO (American Association of State Highway and Transportation Officials), is in the midst of finalizing its reauthorization proposals and is looking hard at how to increase

and target funds to address urban congestion, rural highway safety, and urban and rural transit needs. Currently drafted AASHTO policies, if enacted, would increase highway funding by approximately 35%, and transit funding by approximately 44%. Much of the highway funding increase is focused on strategies to address urban congestion, includes significant increases for rural highway safety, and can be flexed for other local needs. Much of the increased transit funding addresses capacity expansion of metropolitan rail and bus systems as well as significant increases for rural transit and elderly transit programs.

Sincerely,

A handwritten signature in dark ink, reading "Kathleen B. Davis". The signature is written in a cursive style with a large initial "K".

H&LP STAFF

H&LP Staff

In April 2002, Paula Reeves joined the H&LP staff as the Bicycle and Pedestrian Planning Specialist. Prior to coming to H&LP, Paula worked in WSDOT's Public Transportation and Rail Office. She has a wealth of experience in transportation modeling, transportation demand management (TDM), regional land use and transportation planning, and design charrette experience through Metropolitan Planning Organizations, cities, colleges, and consultants.

Sally See became a member of the H&LP staff in May 2002 as the Executive Assistant to the Director. Sally brings a variety of experience to the job with her most recent position as Legislative Assistant to Senator Betti Sheldon.

In June 2002, Kathleen Davis announced the appointment of Stephanie Tax as the Manager of H&LP Program Management. Stephanie has approximately nine years with H&LP working in various sections including the T2 Center, Operations and finally, Program Management. In her previous position as H&LP's Program Management Engineer, Stephanie managed several TEA-21 Discretionary Programs, the Transportation Enhancements Program, and the state appropriated grant programs. In her current position as Manager of Program Management, Stephanie is responsible for all program management functions within the division, including planning, project development, and contract administration. She will continue to be the liaison with the Freight Mobility Strategic Investment Board.

Alexandra (Alex) Chavez is the newest member of the H&LP staff as an Office Assistant Senior. She comes to H&LP from the Department of Corrections where she worked as an Office Assistant.

WSDOT Grant Programs Brochure

On June 14, 2002, the "Grants Available Through Washington State Department of Transportation" brochures were mailed to Washington cities, counties, port agencies, transit agencies, tribal governments, and school districts. H&LP worked with Public Transportation, Rail, and Aviation to develop the brochure and this

WSDOT GRANT PROGRAMS BROCHURE

**HES PROGRAM
STATUS**

effort marks the first time a consolidated listing of WSDOT grant programs has been available to local agencies. The grants listed in the brochure are:

- Airport Aid Program
- Freight Rail Assistance Program
- Hazard Elimination Safety Program
- Main Street Pavement Program
- Railway/Highway Crossing Program
- Rural Economic Vitality Program
- Rural & Special Needs Public Transportation Programs
- School Safety Enhancements Program
- Transportation Demand Management Program

The brochure outlines each program and provides basic information including, but not limited to, program description, potential funding, and program schedule. The brochure is also available on the WSDOT Grants page at: <http://www.wsdot.wa.gov/biz/grants/>

Hazard Elimination Safety (HES) Program Status

"Draft" project priority lists have been put together for the HAL (High Accident Location) and Risk portions of the HES program. H&LP received 164 applications requesting a total of \$31.5M of HES funds. It appears approximately 70 projects will be funded with the \$14M of HES funds available.

**RAILWAY/
HIGHWAY
CROSSING
PROGRAM**

Railway/Highway Crossing Program Status

September 20 was the closing date for the Railway/Highway Crossing Program call for projects. H&LP received 143 applications. All the applicants are vying for \$10M of program funds with the maximum grant amount being \$250K. The projects will be prioritized based on a 'deficiency rating' score, and the Diagnostic Review Team will review the top projects in the field. The Team includes representatives from WSDOT, FHWA, Washington Utilities and Transportation Commission, the applicant, the affected railroad, and the Regional Local Programs office. The field reviews will occur in October and November, with final selection notices being sent by January 2003.

**BRAC PROJECTS
SELECTED**

BRAC Projects Selected

At the May 8, 2002 Spring Bridge Replacement Advisory Committee (BRAC) meeting, the BRAC chose \$30 million in local agency bridge projects: \$23.7 million for replacements, \$4.8 million for rehabilitations, \$1 million for seismic retrofit, and \$0.7 for painting. There will be another \$15 million in local agency bridge projects selected at the Fall BRAC meeting. For the list of recommended local agency bridge projects:

<http://www.wsdot.wa.gov/TA/Operations/Bridge/02BRACRecommend.pdf>

**SCHOOL SAFETY
ENHANCEMENTS
PROGRAM**

School Safety Enhancements Projects

Through this WSDOT state grant program, local agencies, schools, tribal governments, and WSDOT submitted potential projects that were prioritized based on accident history, proximity near schools, and matching funds. The potential funding amount for this first call for projects was limited to \$1 million with \$200,000 maximum for a project.

Rank	Agency	Project Title	\$ Requested
1	Cheney	School Crosswalk Improvement Project	\$ 27,600
2	Skokomish Indian Tribe	Skokomish School Safety Sidewalk Program	\$ 190,000
3	Brier	37th PI SW & 233rd PI SW Sidewalk	\$ 65,500
4	Sunnyside	Lincoln Ave Sidewalks	\$ 52,000
5	Lynnwood	Olympic View Dr - 76th Ave W to 169th St SW	\$ 200,000
6	Bellevue	164th Ave NE Sidewalk	\$ 200,000
7	Steilacoom	Cherrydale Elementary School Safety Enhancement	\$ 200,000

Additional requests for projects for the remaining \$14 million will be subject to available funds and legislative appropriation.

This information has been prepared in response to requests for information regarding potential projects to be financed under Referendum 51. WSDOT cannot support or oppose a ballot measure.

**PROGRAM
DELIVERY**

Program Delivery

Great job local agencies! Of the approximate \$200M Federal funds available to local agencies, all of it has been obligated. Projects being sent in for federal authorization have been processed as Advanced Construction (AC). Once a new Federal appropriations bill is passed, H&LP will convert projects from AC so that local agencies can begin to bill for costs incurred after the authorization date.

*Highways & Local Programs Division Report to
Washington Association of County Officials/
Washington State Association of Counties
American Public Works Association*

**MAIN STREET
PAVEMENT
PROGRAM**

Main Street Pavement Program Projects

Through this WSDOT state grant program, cities submitted potential projects that were prioritized based on evaluations of their streets' pavement condition. The potential funding amount for this first call for projects was limited to \$2 million with \$50,000 maximum for a city. The types of improvements cities are proposing include chip sealing or asphalt concrete pavement overlays.

Rank	Agency	Project Title	\$ Requested
1	Snohomish	13th St Overlay	\$ 50,000
2	Carbonado	2003 Hillside Dr/Tubbs Rd	\$ 5,000
3	Harrington	Main St Pavement Program - 2003	\$ 50,000
4	Chewelah	2003 Lincoln Ave Overlay	\$ 50,000
5	Elma	2003 City Wide Street Maintenance	\$ 50,000
6	Tenino	Wichman, Olympia, McClellan Street Maintenance	\$ 50,000
7	White Salmon	N Main Ave ACP Overlay	\$ 21,100
8	Ruston	2003 Preventative Maintenance-Phase II	\$ 34,000
9	Buckley	Buckley 2003 Paving Project	\$ 50,000
10	Stevenson	Leavens St/Seymour St/Columbia Ave/Cascade Ave	\$ 50,000
11	McCleary	2003 Street Maintenance Project	\$ 50,000
12	Port Orchard	Tremont St Paving	\$ 45,000
13	Garfield	Garfield Maintenance/Overlay Improvements	\$ 44,700
14	Cle Elum	Oakes Ave/ Penn. Ave/ Wright Ave Overlay	\$ 50,000
15	Warden	Warden 2003	\$ 14,200
16	Cusick	Cusick Pavement Preservation Plan	\$ 8,500
17	Benton City	Benton City Pavement Preservation Project - 2003	\$ 28,700
18	Newport	Newport Street Restoration Project 2003	\$ 7,400
19	Ione	Ione Street Restoration Project 2003	\$ 7,000
20	Dayton	2003 Chip Seal	\$ 50,000
21	Mansfield	Mansfield Street Preservation Project	\$ 50,000
22	Republic	Street Resurfacing - 2003	\$ 50,000
23	Castle Rock	Castle Rock 2003 Preventive Maintenance Project	\$ 50,000
24	Grandview	Seal-Coat Project for Zones 1 & 2	\$ 50,000
25	Langley	2003 Pavement Maintenance	\$ 50,000
26	Grand Coulee	2003 Street Maintenance	\$ 40,000
27	Cosmopolis	Altenau Overlay	\$ 50,000
28	Gold Bar	Gold Bar Main St Pavement Program	\$ 50,000
29	Selah	2003 Selah Pavement Preservation Project	\$ 50,000
30	Davenport	Davenport Pavement Preservation Projects - 2003	\$ 50,000
31	Fife	Berry Lane/David Ct E/26th St E/27 St E	\$ 28,500
32	Winlock	West Side Street Improvements	\$ 50,000
33	Coupeville	Third & Terry Overlay - 2003	\$ 46,000
34	Waitsburg	Street Preservation Program	\$ 50,000
35	North Bonneville	Cascade Dr/Evergreen Dr Rehabilitation	\$ 44,000
36	Moxee	2003 Moxee Street Maintenance Program	\$ 50,000
37	Oroville	Main St Pavement Program 2002-2003	\$ 50,000
38	Waterville	2003 Baker St/Chelan Ave Overlay Project	\$ 50,000
39	Pomeroy	Pomeroy Maintenance/Chip Seal Improvements	\$ 50,000
40	Skykomish	2003 Skykomish St Project	\$ 8,000
41	Westport	Main St Pavement Program	\$ 16,000
42	Metaline Falls	Fourth Ave/Lehigh Circle Overlay	\$ 40,000
43	Beaux Arts Village	104th/105th Ave SE Pavement Overlay	\$ 50,000
44	Tieton	2003 Chip Seal	\$ 50,000
45	Napavine	Street Wise Paving	\$ 27,400
46	Coulee City	2003 Street Maintenance	\$ 37,700
47	Electric City	2003 Street Maintenance	\$ 50,000
48	Pateros	Pateros Street Project	\$ 11,700
49	S. Cle Elum	Madison St/Lincoln St/Main St Resurfacing	\$ 50,000

ECS REVISIONS

Additional requests for projects for the remaining \$23 million will be subjected to available funding and legislative appropriation. This information has been prepared in response to requests for information regarding potential projects to be financed under Referendum 51. WSDOT cannot support or oppose a ballot measure.

Revisions to the Environmental Classification Summary

In response to concerns posed by both FHWA and local agencies, H&LP has been engaged in a comprehensive revision of the Environmental Classification Summary (ECS). The ECS often serves as the National Environmental Protection Agency (NEPA) document for local agency projects. H&LP heard from both FHWA and local agencies that the existing ECS form does not provide enough explanation on how to complete the form, nor does it include the appropriate questions to ensure that NEPA is adequately addressed.

Brian Hasselbach, Local Programs Environmental Engineer, has been working with the Local Programs Environmental Issues Committee and FHWA to complete the revisions. The revisions have since been completed and should be distributed in the very near future.

**NEW
OPPORTUNITIES
FOR LOCAL
AGENCIES**

H&LP Offers a New Opportunity for Local Agencies

H&LP announced a new opportunity for local agencies to optimize design and implementation of their Federal-Aid projects through early consultation and review with archaeological and cultural resource agencies, such as tribes and the State Historic Preservation Office. Currently, the annual reviews are conducted for state highway projects only. This new opportunity will include local agency projects in the annual reviews in order to identify problems early and provide project managers and cultural resource agencies an opportunity to collaborate on solutions. The Cultural Affairs section of WSDOT Environmental Affairs Office will set up the meetings and provide feedback to participants.

**BRIDGE
INSPECTION
PROGRAM**

Bridge Inspection Program Software Team

The Bridge Inspection Program Software (BIPS) team is focused on redevelopment of the bridge inspection software to serve both state

and local bridge inspection requirements. Its purpose is to develop a plan for the next generation of software, to review current WSDOT efforts, to coordinate the development and timing for a replacement of the Laptop 98 program, and to develop and document future direction that will consider anticipated changes in inspection and software requirements and obsolescence. These activities are to insure that we plan our work and work our plan for the greatest return on our efforts.

The BIPS team is led by Grant Griffin, H&LP Asst. Bridge Engineer for Local Agencies, with a core team including Dave Whitcher from County Road Administration Board and Steven Rochelle from WSDOT Bridge Preservation. Team members include representatives from WSDOT Bridge Preservation, Benton, King and Walla Walla Counties, and Seattle and Spokane Cities. The team's goal is to complete their work by mid 2003, which will lead to a replacement program in the 2003 or 2004 bridge inspection season.

**LAG MANUAL
REVISIONS**

Local Agency Guidelines (LAG) Manual Revisions

The September 2002 LAG manual revisions are complete and will be distributed soon. To download the revisions in their entirety, go to: <http://www.wsdot.wa.gov/TA/Operations/LAG/LAGHP.HTM>. This site also includes an option to download just the September 2002 revisions.

**2002 NATIONAL
SCENIC BYWAY
GRANTS
AWARDED**

FY 2002 National Scenic Byway Grants Awarded

FHWA recently announced the award of the FY 2002 funds from the National Scenic Byways Program. Washington ranked 9th in the amount of funds received from the \$20 million in discretionary funds available to scenic byway programs in 40 states. Grant recipients for Washington include the following:

• Iron Goat Interpretive Site	\$646,500
• Sweet Creek Falls Interpretive Trail Project, Phase I	\$100,000
• Coulees and Canyons Heritage Corridor Great Birding	<u>\$60,000</u>
Total	<u>\$806,500</u>

National Scenic Byway funds are available for planning and construction projects on state and nationally designated scenic

**2002
TECHNOLOGY
EXPO**

byways. This funding helps recognize, preserve and enhance scenic, cultural and historic roads throughout the country. For further information about these projects contact Rural Partnerships at (360) 705-7302.

2002 Pacific Northwest Transportation Technology Expo

H&LP's WST2 Center partnered with the WSDOT Highway Maintenance Office and FHWA to conduct the third Pacific Northwest Transportation Technology Expo. Over 700 participants got the opportunity to look at over 50 demonstrations of new technologies currently on the market. Public agency personnel shared inventions that were created in the field to reduce cost, save money and improve safety. Although attendees and public agency equipment were predominantly from Washington, participants from Oregon and California were also present. The event was free to all public agencies with Expo costs covered by vendor registration fees. FHWA participated in sponsorship by funding the transportation of public agency equipment from California and Oregon.



The Expo also caught national attention. Bill Evans, FHWA's Local Technical Assistance Program manager, flew in from Denver to attend and, in his own words, was very impressed with the Expo's organization and professionalism.

The WST2 Center conducted the "Crystal Mouse Award" for the third year at the Expo. The two winning pieces of equipment for best-of-show will be announced in November and published in the winter issue of the WST2, H&LP's technical newsletter for local agencies.

**WST2 CENTER ESA
TRAINING UPDATE**

Washington State T2 Center ESA Training Update

The Regional Road Maintenance ESA 4(d) training program is underway. The University of Washington's Transportation Professional Development Program (TRANSPEED) is coordinating and presenting the training program. Classes have been scheduled and agencies that have committed to the Regional Road Maintenance Program (RRMP) Guidelines by submitting a "Part 3 Application" will be given priority for spots in the classes. The

Part 3 Application, which is a commitment to ten program elements (of which the training program is Element #4), can be obtained from the following web site:

<http://www.metrokc.gov/roadcon/bmp/pdfguide.htm> or by contacting Janine Johanson at METRO KC (206) 205-7101.

The current series of training tracks are described below including tuition rates. For program information or course registration, please contact Julie Smith at (206) 543-5539 or by email: jsmith@engr.washington.edu.

Four ESA Training Tracks

The complete ESA 4(d) Training Plan has been grouped into four separate tracks: (1) Briefing for regional level decision makers, (2) a training course addressing maintenance design and technical staff procedures involved in roadway maintenance activities, (3) a training course addressing field crew practices involved in roadway maintenance activities, and (4) courses to train agency level trainers in training skills applicable to the ESA training program. These trainers are selected by their agencies for this training. Track 4, the trainer track, is divided into two areas: Track 4A will teach individuals instruction skills for teaching the engineer and technical staff portions of the program and Track 4B will teach individuals instructional skills for teaching the field crew portion.

Track 1: Briefing for Regional Decision Makers

2 hours. No fee. An overview of the ESA program for regional level management and administration. This is a stand-alone training class and not part of the required training program. Offered by members of the Regional Road Maintenance Forum. Call Roy Harris or Gerry Crum at (425) 257-8800 for information. Information may also be obtained from the web site or by calling Janine Johanson at METRO KC (206) 205-7101.

Track 2: Introduction, Design and BMP's, Monitoring, and Environmental Roles for Technical and Scientific Staff

2 days. \$225 per person. This course is a combination of the various procedures for technical, professional and environmental staff, supervisors and leads involved in maintenance activities. The track is an overview addressing: introduction to the Guidelines, design, habitat, ten program elements and maintenance BMP's to

meet ESA requirements.

Track 3: Introduction and Outcome-based Road Maintenance

1 day. \$160 per person. This course is a combination of the various procedures for field crews and leads involved in maintenance activities. The track is an overview addressing: introduction to the Guidelines, design, habitat, environmental roles, ten program elements and implementation of maintenance BMP's to meet ESA requirements.

Track 4A: Train-the Trainer for Technical/Scientific Staff

1 day. \$210. For agency-selected ESA trainers. This is the training track to train, evaluate, prepare, and certify candidates to teach the RRMP Track 2.

Track 4B: Train-the-Trainer for Field Crews and Supervisors

1 day. \$230. For agency-selected ESA trainers. This is the training track to train, evaluate, prepare, and certify candidates to teach the RRMP Track 3.

**WST2 CENTER CD
LIBRARY**

**Washington State Technology Transfer (WST2) Center CD
Library**

The Technology Transfer Center is providing a new and improved method of disseminating technical documents and manuals to our customers: The Technology Transfer CD Library. To date, advertising for this CD has been through the Pavement Technology List Serve and the response has been phenomenal. Already we have sent out approximately 110 copies of the CD Library including destinations in six states and Canada and Italy as well.

The CD offers our customers many technical documents and manuals in one convenient location and all the past copies of the WST2 Newsletter from 1992 till present. The T2 Center plans to offer quarterly updates to the library and is constantly collecting new material in electronic format to include in the library. The CD medium provides our customers with improved service, which is much appreciated, and lowers the cost considerably over obtaining and mailing traditional paper copies.

The documents listed below are available on CD in PDF format and require a web browser and Acrobat Reader in order to view or print.

**WSDOT USES
CONTEXT
SENSITIVE
SOLUTIONS**

CD Table of Contents

1. A Guide for Local Agency Pavement Managers
2. Gravel Roads Maintenance and Design Manual
3. Local Agency Pavement Management Application Guide
4. Minnesota Seal Coat Handbook
5. Pavement Surface Condition Field Rating Manual for Asphalt Pavements
6. Rockfall Catchment Area Design Guide
7. WSDOT Standard Specifications: 2002 (English)
8. StreetWise - A Simplified Local Agency Pavement Management System
9. WST2 Newsletters - 1992 – 2001

WSDOT Uses Context Sensitive Solutions to Get the Job Done!

In the spirit of true “Community Partnership” and “Context Sensitive Solutions”, WSDOT and the city of Mount Vernon are partnering to add a third lane to WSDOT’s 2nd Street Bridge Replacement project. While this type of partnering or meeting community needs is not new to WSDOT, the department is encouraging a more focused effort in these areas to better accommodate community and transportation needs and leverage limited resources.

The third lane will help to meet community needs by:

- Providing a remedy to future deficiencies of the bridge.
- Serving as a truck lane or dedicated turn lane.
- Serving the ingress and egress of the City’s future multi-modal facility.
- Providing bicycle and pedestrian access.

Because there was no additional funding to add the third lane, a Memorandum of Understanding has been executed between the City and WSDOT, where the department will add the third lane to the new bridge and the City will provide right of way and easements along the bridge and retained approaches, lease existing parking area for construction staging, provide temporary use of city streets for detour routes during nighttime demolition and erection of falsework/girders, and provide modification/closure of existing city streets to accommodate the new bridge. The City will also provide the use of their new stormwater retention and treatment facility,

**2002 PQT AWARD
WINNERS**

which will be a huge cost savings to the department. The project will be advertised January 2003.

**2002 Partnerships for Quality Transportation (PQT) Award
Winners**

Members of the PQT Steering Committee met in April 2002 to choose the winners of the *2002 PQT Making A Difference Awards*. Here are the winners of this year's awards:

- The **I-5, Interstate Bridge Decks** project won the *PQT Partnering Award*. This project provided for the improvements of I-5 in Pierce County by repairing and protecting two bridge decks: the Bridgeport Way structure and the Gravelly Lake Drive structure. The project called for a one-time, seven-day continuous closure of the Bridgeport Way structure. To accomplish this incredible task, a partnership was formed between Washington State Department of Transportation and Concrete Barrier, Inc. during the pre-construction meeting and maintained throughout the life of the project.
- The **SR 97A Lakeside Vicinity Project** won the *PQT Breaking The Mold Award*. This project provided for the improvement of a ½ mile section of Highway 97A by widening the roadway to accommodate the addition of a two-way left turn lane, overlaying the roadway with Asphalt Concrete Pavement, updating the existing storm sewer system, and adding illumination. The end result is a project of very high quality, constructed on time and under budget, completing the improvements of multiple entities with the least impacts and costs to each customer, partner, and the community as a whole.

Both the I -5, Interstate Bridge Decks project and the SR 97A Lakeside Vicinity Project were submitted to the National Partnership for Highway Quality (NHPQ) as a nominations for their 2002 Making A Difference Awards.

**2002 AWARDS OF
EXCELLENCE**

2002 Award of Excellence Winners

The Awards of Excellence program is a collaborative effort between FHWA and WSDOT to formally recognize projects that excel in the areas of safety, design, construction, project



administration, cost effectiveness, environmental compatibility, enhancement to the transportation system, and public satisfaction. The following 2002 Awards of Excellence winners demonstrate a high level of quality in these areas.

Best City Project: City of Bremerton SR 304 Gateway Project

The SR 304 Gateway Project is part of the larger SR3/304 Transportation Improvement Project, from Gorst to the Bremerton Ferry Terminal. The SR 3/304 project was created to address congestion, safety, and access issues on the route. Particularly interesting in this project is that while it is on a state highway, the city of Bremerton took on the project for the benefit of its citizens and the highway users, recognizing the mutual benefit and need. An important characteristic of the SR 304 Gateway Project is its safety improvements. Previously, the roadway was an undivided, narrow road with sharp substandard curves, uncontrolled access, poor or limited sidewalks and crosswalks, limited ADA access, and no defined bike access. The project provided excellent safety enhancements by adding a raised median (acting as both a traffic separator and pedestrian refuge), auxiliary turn lanes, complete realignment of the road, signalization, curbs and gutters, sidewalk separation, bike lanes, a cantilevered overhead crosswalk sign, illumination, and limited access.

Funding sources for the SR 304 Gateway Project included approximately \$15.9 million in federal funds, administered by H&LP, and \$12.8 million in local funds, of which \$8.6 million was from the Transportation Improvement Board's Transportation Partnership Program. The WSDOT contact for this project is Mike Horton at (360) 357-2666 (Tumwater).



Best County Project: Klickitat County Alderdale Road

The Klickitat County Alderdale Road project demonstrated sound engineering in a rural area and was successful for three reasons. First, the project provided for a safer roadway for traffic that has increased greatly as a result of more corporate-style farming in the area. Secondly, this project provided a year-round all-weather roadway into one the fastest growing agricultural areas in Washington. Lastly, because the Alderdale Road project was tied to a WSDOT paving project on SR 14, there was an estimated savings of \$1.4 million in contract and engineering costs. The



merger of the projects brought in WSDOT administration and inspection expertise. By combining the administration/inspection of the two projects, both Klickitat County and WSDOT realized savings in construction engineering.

Funding sources for the Alderdale Road project included approximately \$3.3 million in federal funds, administered through H&LP, and \$550,000 in local funds. The WSDOT contact for this project is Bill Pierce at (360) 905-2215 (Vancouver).

Best Enhancement Project: City of Raymond Willapa Hills Trail

The Willapa Hills Trail project involved the construction of a 1.6-mile portion of the cross-state rail trail from the SR 101 intersection along SR 6 to the city limits of Raymond on the former Burlington Northern Railroad corridor, which is now owned by State Parks.

Prior to construction, pedestrians and bicyclists had two choices: (1) travel on the shoulder of SR 6, which at this section is narrow and winding or (2) travel on the abandoned rail corridor over a dilapidated and dangerous bridge and over the weed choked, uneven railroad ballast. Construction of the trail from the east city limits to SR 101 supplied a safe separated paved pathway from the community in the valley east of town into the downtown core. Also, by providing a small parking lot at the eastern boundary of the project, people are encouraged to leave their cars and walk or bicycle into town. As a result, the construction of the trail provided both visual and functional improvements.

Funding sources for the Willapa Hills Trail project included approximately \$90,000 in federal funds, administered through H&LP, and \$59,000 in local funds. The WSDOT contact for this project is Bill Pierce at (360) 905-2215 (Vancouver).



Best Special Project: City of Olympia Indian Creek Stormwater

The Indian Creek Stormwater project is designed to treat stormwater run-off, which flows off I-5 into Indian Creek. The facility design includes sedimentation ponds, plants, bioengineered crib walls, rocks, waterfalls, and weirs. Walking trails, landscape, and views of the stormwater cleansing process transforms this

**PROJECT
CELEBRATIONS**

facility into a publicly accessible site.

The goal of this extremely unique and successful project is to improve water quality to Indian Creek through the use of native materials. This project is a direct result of legislation that encourages such multi-agency projects. This is also one of the first stormwater treatment projects of its kind that utilizes natural means for water treatment. The sedimentation ponds remove the larger materials, and the constructed wetlands remove contaminants through plant interaction and permeation. Each of the plants is native to Washington and chosen for soil retention, appearance, and ability to discourage people from accessing specific areas of the site.

Funding sources for the Indian Creek Stormwater project included \$167,897 in federal funds, administered through H&LP, and \$272,000 in local funds. The WSDOT contact for this project is Mike Horton at (360) 357-2666 (Tumwater).

This project also won the AASHTO Environmental Excellence Award at the October 2002 AASHTO meeting in Anchorage, Alaska.

Project Celebrations

Between March and September of this year, H&LP and Region Local Programs staff has attended many groundbreaking and ribbon cutting events. The Staff has been pleased to attend these project celebrations that highlight not only exceptional projects but also the partnerships between funding agencies and local agencies. H&LP and Region Local Program staff looks forward to being invited to future groundbreaking and ribbon cutting events.

Following are two of the many project celebrations H&LP and Region Local Program staff has attended:

**VALLEY MALL
BLVD PROJECT**

Valley Mall Boulevard Project Groundbreaking

On April 12, SC Region Local Programs Engineer Roger Arms and SC Region Asst. Local Programs Engineer Dick Krous attended the groundbreaking ceremonies for the Valley Mall Blvd. project. The approximately \$12 million project, which includes an overpass which spans the Santa Fe and Burlington railroad tracks, will in

**CITY OF
RAYMOND
DEDICATION**

time, form a direct connection between I 82 and the Yakima Air Terminal.

Other attendees at the groundbreaking included U.S. Senators Patty Murray and Maria Cantwell, Yakima County Commissioner Ron Gamache, and WSDOT SC Regional Administrator Don Whitehouse.



City of Raymond Third Street Business Loop Dedication

On August 2, Bill Pierce, SW Region Local Program Engineer, and Ken Hash, SW Region Assistant Local Programs Engineer, attended the city of Raymond Third Street Business Loop project dedication ceremony. Ceremony participants included Brian Hatfield, WA State Legislature; Mike Runyan, Mayor of Raymond; Bill Ganley, Battle Ground Commissioner and TIB board member; Pat Hamilton, Pacific County Commissioner; Jim Neva, Port of Willapa Director; Rebecca Chaffee, Raymond Public Works Director; and Kathleen Davis, H&LP Director.



City of Raymond speakers praised the cooperation of the funding partners and presented Kathleen Davis, Bill Pierce, and Ken Hash with certificates to recognize them for their assistance throughout the project.

The Third Street Business Loop project provided much needed infrastructure, pedestrian, and ADA improvement. Also, through the work of local artists, community groups, and volunteers, the project provided a needed restoration of the area that had been hit by the decline of the timber industry, a large downtown fire, and damage from the recent earthquake.

The project received \$1.1 million of Rural Economic Vitality funds, \$130,000 of Surface Transportation Program funds (both

administered by H&LP), \$30,000 directly from WSDOT, and approximately \$178,000 from TIB funding.